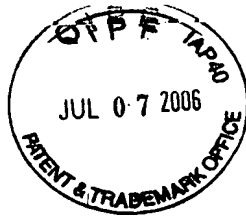


Serial No. 10/666,960
Docket No.: US-P1734F



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:

Tatsunori NAGURA, et al.

Serial No.: 10/666,960

Group Art Unit: 3661

Filed: September 23, 2003

Examiner: Broadhead, Brian J.

For: SLIP CONTROL DEVICE OF FOUR-WHEEL-DRIVE VEHICLE

Honorable Commissioner of Patents
Alexandria, VA 22313-1450

PETITION TO ENTER FORMAL DRAWINGS

Sir:

Applicants hereby Petition to Enter Formal Drawings submitted on September 23, 2003. Therefore, the Examiner is respectfully requested to reconsider and withdraw his objections to the drawings.

The Examiner has objected to Figure 4 because the Examiner alleges that "in figure 4 the vehicle speed varies from "0" to "0" along the bottom axis" (see Office action dated January 4, 2006 at page 3, numbered paragraph 2). The Examiner, however, is clearly incorrect.

As previously detailed in the Amendment filed on April 5, 2006, the bottom axis of Figure 4, which corresponds to vehicle speed, merely provides an arrow showing that the vehicle speed may increase positively from "0". This is explained in the Specification at page 10, which discloses that in Figure 4, "the higher the vehicle speed is, the closer the correction value TQVGN is brought to 1.00" (see Specification at page 10, lines 9-10). Applicants submit that the vertical axis, which corresponds to the correction value, extends from "0" to "1". This is explained in the Specification, which discloses that the correction value "has a value between 0.00 and 1.00" (see Application at page 9, lines 11-12).

Thus, the "0" (which the Examiner alleges represents an upper limit of the "bottom axis") corresponds to a lower limit of the correction value, which is depicted in the vertical axis.

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Furthermore, the Examiner alleges that the "correction label" in figure 2 "doesn't seem to agree with the description" (see Office Action dated January 4, 2006 at page 3, numbered paragraph 2". The Examiner, however, is clearly incorrect.

The Specification discloses that "the temporary indicated torque is obtained with the value proportional to the differential rotation between wheels as the maximum value in the first slip control area, and occurrence of a tight cornering brake phenomenon is prevented by correcting this temporary indicated torque by the correction value" (see Application at page 7, lines 20-25).

Therefore, in the discussion of Figure 2, the Application clearly explains that temporary indicated torque is obtained in accordance with a value obtained in the first slip control area. Furthermore, this temporary indicated torque is then corrected. The "correction" label in Figure 2 clearly corresponds to the area designated as the "first slip control area". Therefore, Applicants respectfully submit that no further explanation of Figure 2 is required and the "correction" label clearly agrees with the description.

The Commissioner is authorized to charge any deficiencies in fees and credit any overpayment of fees to Attorney's Deposit Account No. 50-0481.

Respectfully Submitted,



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Date: July 7, 2006

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